

COLER THREATENS A BACK FRANCHISE IF FIVE-CENT FARE TO CONEY IS REFUSED

Brooklyn Borough President in Accord with Evening World's Coney Island Crusade—Calls Road's Action Highway Robbery.

In its effort to crush realty values by an unauthorized transit overcharge in that portion of the Borough of Brooklyn below Kings Highway the Brooklyn Rapid Transit Company appears to have overlooked the possibility of franchise annulment. Borough President Bird S. Coler has not.

Mr. Coler enters the arena with his characteristic vigor. "The present attitude of the Brooklyn Rapid Transit Company on the question of fares is absolutely dishonest," he said to an Evening World reporter today. "I am heartily in favor of the fight for a five-cent fare from the city to the sea. The company takes advantage of the fact that the municipality did not compel it when the power on these Coney Island cars was changed from steam to electricity to abandon the old steam railroad franchises and obtain new electric franchises.

"The company's attitude in putting forward the old steam railroad franchises as an excuse for exacting a double fare when the law plainly says, as stated by Judge Gaynor in his opinion in the McNulty case, that any street surface railroad company incorporated under the statutes is prohibited from charging a person more than five cents for any one fare from any point on its road, or on any road or line or branch operated by it and under its control, to any other point on such road or its connecting roads within the limits of an incorporated village or city, is the finest of subterfuges. It is in line, however, with the whole policy of this foreign corporation toward the Borough of Brooklyn, which appears to be at its mercy."

Mr. Coler has been hard after the company ever since he took office the first of the year. He looks upon the company's franchises as the most vulnerable point for an attack.

"I have in my office," continued the Borough President, "a memorandum

prepared by the Bureau of Franchises of the Board of Estimate and Apportionment relative to the fares charged by the Brooklyn City Railroad Company under the various franchises granted to them. Originally, the fares on many of these lines, according to the franchise provisions, were to be four cents.

"In 1854 the Common Council of the City of Brooklyn gave the railroad company the right to charge five cents on its lines for a period of five years upon the agreement that all school children should be given transportation service for three cents.

"Afterward the company got through the Common Council a number of amendments which seem to confuse the entire question, and, acting in conjunction with the fight being made by The Evening World, I shall ask the Corporation Council to look into the matter very carefully and discover, if possible, whether or not the company has not violated the terms of its franchises in the matter of fares charged. This will affect the whole of Brooklyn.

"The Coney Island service, however, should be operated for a single five-cent fare, and that should begin at once. Every additional fare collected under the ten-cent rate is taken from the public by force and is practically highway robbery."

Mr. Coler is not the only public official who is deeply concerned in the fight being waged for the people in the matter of a single five-cent fare to Coney Island. Mayor McClellan is against the five-cent admission fee to Coney Island and now being charged. Throughout Brooklyn citizens are organizing to march against the transit monopoly and the membership of the Five-Cent Fare League is climbing on both sides of the East River, as many applications for membership are coming in from Manhattan as well as from Brooklyn.

HUNDREDS JOIN LEAGUE TO FORCE A FIVE-CENT FARE

Among all the hundreds of letters which The Evening World has received praising the Five-Cent Fare League none gives a clearer idea of the extortion practised by the Brooklyn Rapid Transit on the people of Greater New York than the letter which William Haedrich, the printer and lithographer, of No. 48 Twelfth street, Brooklyn, wrote to the editor of this paper. Mr. Haedrich's letter follows:

"I note the stand you are taking for securing a five-cent fare to this great city's breathing spot—Coney Island—and I am certain your efforts will be

seconded and hailed with delight by every man, woman and child of New York City.

"The B. R. T. never loses an opportunity to squeeze the public, and I suppose it would be against all precedents for it to let up now. Allowing that it is legal to charge 10 cents fare to Coney Island, has this company a right to change the terminal of the five-cent fare limit any time it sees fit, or it suits its convenience and pocketbook?

"Police Assist in Robbery. "No doubt you are aware that on Gravesend race days the B. R. T. will

take you only to Twenty-second avenue for a nickel during certain hours, because if it stuck to its usual second-fare point, which is about two minutes' walk from the track, it would lose a nickel from every person attending the races. Therefore it stops each train at Twenty-second avenue, and after they have either taken a nickel from you or else kicked you off the car, they then go ahead. Coming home from the races, you have hardly paid your one fare before you are held up again for another. This is highway robbery with the law and police helping the highwayman, and backing him up with threats of a clubbing or arrest, or both.

"A few nights ago I had occasion to go to Edinboro (Sixtieth street), a station between Twenty-second avenue and

Avenue P, and paid five cents to get there, because it was after 1:30 o'clock in the afternoon and I was not going to the racetrack. Returning, after waiting twenty minutes for a car, I handed the conductor a nickel as fare. He immediately informed me, stopping the car at the same time, that the fare was 10 cents. An inspector was there to back him up, and I had the choice of paying the extra nickel or walking to Twenty-second avenue, a distance of about three ordinary city blocks, simply because it was not yet 1:30 o'clock. Had I waited five minutes longer, until 1:30 o'clock, I could have ridden for five cents.

"Stops Brooklyn's Growth. It is this utter disregard for the people and their rights by these railroad corporations that is preventing the building up and settling of this part of

Brooklyn. When a man starts for business in the morning he must take his back-sack with him, that he may draw enough to come home at night—not knowing what his fare will be. "Why don't some of our Aldermen and city officials look into this five-cent fare question and see what can be done for the people? Surely they would be amply repaid by the gratitude of the public, and if any party is looking for votes this fall here is a good start for it.

"The press of this city generally is no paper that has more influence than The Evening World. It is almost too much, however, for one newspaper to single-handedly fight a battle of this nature. I would assist in this worthy undertaking, and show an individual front, we would ride to the assistance for five cents any day in the week this summer.

"Need More Back Bone. "Last year a Supreme Court Justice decided it was illegal to charge 10 cents

BEEF PACKERS FOUND GUILTY OF TAKING REBATES

KANSAS CITY, June 12.—The jury in the cases of the four meat packing companies charged with accepting rebates brought in a verdict of guilty in the United States Court here today. The cases were those of Armour & Co., Swift & Co., Cudahy & Co., and the Nelson Morris Packing Co. They were charged in indictments returned here last December with accepting from the Burlington Railway concessions on shipments from the Kansas City plants to New York for export. The cases were consolidated for trial purposes. The specific case considered, which is practically identical with the others, is that charging Cudahy & Co. with accepting a rate of 23 cents a hundred pounds on a shipment of lard to New York for export to Germany when the legal tariff then on file with the Interstate Commerce Commission was 35 cents. The trial began last week, and after lengthy argument was continued until this morning, when Judge Smith McPherson, of Red Oak, Ia., the presiding judge, instructed the jury. The present case bears unusual importance in the list of rebate trials to come up in this court, for it is the first time that any concern has been brought to trial before a jury on a charge affecting export rates as applied to the Interstate Commerce act. The jury in the case to-day was out just an hour. Judge McPherson, when the verdict was returned, stated that sentence would not be passed until the case against the Burlington Railway, which is charged with granting the concession to the packers, is concluded. The Burlington's trial began this afternoon. The law in the present case provides for a fine only, and not a jail sentence.

Come Up Where You Belong.

Perhaps you know why you fail in the plans for money, fame and position. Some Don't. Just why the brain does not produce practical money making results is a puzzle to many men. Strong, healthy, natural brains can be made from food, and good brains can work keenly when they have their proper food. Unsuccessful brains often come from improperly selected food. A distinct improvement in mental power will follow in a week or ten days, when the brain-building food

is used twice a day. There are well established and very clearly understood reasons for these sure results from the change in food. You can make Money, Position, Fame if you have the kind of Brain that works that way.

There's a Reason.

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Five-Cent Fare League.

The Brooklyn Rapid Transit Company assumes the right to charge 10 cents for the trip to Coney Island—the lungs of New York—the hold-up for the extra nickel being made at Kings Highway.

The company HAS NO ESTABLISHED RIGHT to collect this extra fare, and the courts HAVE NOT passed finally upon this question. Now is the time to protest against the exaction. Join the FIVE-CENT FARE LEAGUE. Sign your name to this blank and mail it to the FIVE-CENT FARE LEAGUE, Room 49, Pulitzer Building, New York City:

To the Editor of The Evening World:

I desire to enroll myself as a member of the FIVE-CENT FARE LEAGUE to protest against the Brooklyn Rapid Transit Company's and allied lines' illegal exaction of an extra five-cent fare to Coney Island.

Name.....

Address.....

At Kings Highway.

BY WALTER A. SINCLAIR.

Remember the granny who slept out one day And was robbed of her founces on old Kings Highway? And when her dog chased her it forced her to cry: "Alas! and alack! this is sure none of I!" Well, that is our plight when we ride to the sea— To Coney at night on the good B. R. T.

Twice all long ago—but on new Kings Highway They still line you up and compel you to pay. Although the old woman thought her fate quite harsh. She never was dumped off in the midst of a marsh. And though her dog's barking had forced her to cry. She didn't come home with a five-cent black eye.

But that is the difference 'twixt those days and now— Those old-fashioned robbers just didn't know how. They cut the dame's founces right off of her skirt. But now you're in luck to escape with your shirt. If you want sea air extra fares you must pay When held up and taxed at the new Kings Highway.

That's not a great change from those merry old times— They took founces then—now they take 'way your dimes. Though willing to rip any part of your clothes. To kick in your slats and to paint up your nose. If you dare to think there's but one fare to pay Without a hold-up at the new Kings Highway.

The result was wholesale slugging at Kings Highway, arrests, etc. How was it this ruling was not upheld and the law respected? The trouble with the American public is they are too easily bullied. When we need a more backbone and more honest officials, and when we get a little more of these necessities we will get what is coming to us.

leather when it comes to fighting for the people." "May success attend your efforts in this direction, as it has in numerous other public reforms promulgated through the aid of The Evening World. Your editorials and cartoons are especially good upon this subject."

"I sincerely hope your efforts in this matter will meet with success, and I know by past experience that The Evening World will not show the white

feather when it comes to fighting for the people." "I am confident that if the people could have the five-cent fare it would do more to lengthen the lives of the citizens of Greater New York than any one thing that could be thought of, and would not be a hardship to a few of the wealthy holders of the watered stock of the B. R. T."

T. car at Twenty-second avenue because he stood up for his rights and refused to be held up for an extra fare." "C. W. Mackenzie, of No. 59 Grove street, Manhattan, in joining the league announced his intention of fighting the five-cent graft. He writes: "I and three other travel every Sunday to Brighton Beach, fishing. We are ready to refuse to pay and fight the extra fare at Kings Highway."

Others Join the League.

W. R. Drake, of No. 146 Fifty-seventh street, Brooklyn, writes: "I am confident that if the people could have the five-cent fare it would do more to lengthen the lives of the citizens of Greater New York than any one thing that could be thought of, and would not be a hardship to a few of the wealthy holders of the watered stock of the B. R. T."

"I will do all in my power to have my friends sign with the five-cent league an add my share for humanity," writes George Christie, of No. 345 Kean street, Brooklyn.

S. Reed Gesner, of No. 34 Bainbridge street, says: "Many success attend your efforts in this direction, as it has in numerous other public reforms promulgated through the aid of The Evening World. Your editorials and cartoons are especially good upon this subject."

"I will do all in my power to have my friends sign with the five-cent league an add my share for humanity," writes George Christie, of No. 345 Kean street, Brooklyn.

Here is what W. H. La Farge, of No. 263 Macon street, thinks about it: "You certainly have the right idea. A double fare to Coney Island is an outrage which the people have had to stand quite long enough. Your fight against the extortion is a noble one. I will do all in my power to have my friends sign with the five-cent league an add my share for humanity," writes George Christie, of No. 345 Kean street, Brooklyn.

Hackett, Carhart & Co.

Beginning Wednesday, June 13th, We Inaugurate at All Three Stores

An Unprecedented Selling of Men's Fine Summer Suits.

The conditions which have marked the woollen market for the past year have never had a precedent. Fine woollen fabrics have risen to a price almost prohibitive, except to those who make the highest class of ready-to-wear clothes for men in great quantities. It would seem almost impossible in the face of such conditions to conduct a sale of this character, yet we have overcome every obstacle to establish once and for all the strength and resources of the Hackett, Carhart & Co. organization. We may boast that it is one of the very few throughout the length and breadth of the States which maintains its own source of supply. The great wholesale clothing industry of Hackett, Carhart & Co. is the fountain head from which the thousands of suits involved in this movement have come. We have drawn upon their entire reserve and surplus stocks.

To deal in comparisons of quality, of workmanship or style would be superfluous—the very name—Hackett, Carhart & Co.—is sufficient assurance that the garments involved are of the very highest character and worth.

This sale is instituted on a broad-gauge principle—every man, whether he be tall or short, stout or thin, will find a perfect fitting garment—and in the later-day models with all the knacks and innovations sanctioned by good taste.

The Models:

Lined Suits
Half-Lined Suits
Coats-&Trousers Suits
Three Garment Suits

Coats are single or double breasted, cut long or medium length, having backs shaped to conform to the lines of the form or loose hanging from the shoulders, which are shapely and graceful. Deep side or centre vents characterize the greater number. Some of the trousers have cuffs at bottom and belt loops at waist line, together with inverted buckles and straps at hips.

These Suits

Regularly
\$18, \$20, \$22
& \$25
Values,
Now
\$13.75

The Fabrics:

You will find that the fabrics are of the better class, only including worsteds in white and black, Shepherd checks, the popular gray fabrics of every shade from light to dark, in diagonal and twill weaves, as well as daring plaids and club checks, dark mixtures, velour finished cassimeres in an infinite variety of plaids, broken checks and stripes in the prevailing tones of gray, chevrons in light and dark colors and a broad assortment of fine flannels in the newest light and dark effects.

Youths' Suits,
Reduced from \$10, \$12 & \$15
to
\$8.75

For young men, from the ages of 14 to 20, and small men who measure from 30 to 36 chest measure. The suits are of pure all-wool light and dark chevrons; appropriate for dress or outing service. They are fashioned with all the latest knacks of style. Plenty of large sizes.

Three Broadway Stores: Near Chambers St., at Canal St., at 13th St.

Hackett, Carhart & Co.

DRUNKEN TRAMP HAD \$17,005.90 IN HIS POCKETS

Weader, Dressed Like a 'Longshoreman, Helpless in Tough Section.

August Weader, disguised as a tramp and known to the toughest part of Williamsburg before daylight today, fell from a door-stoop while intoxicated and when he was searched in the Clyncher street police station Sergeant Rogers found \$17,005.90 in cash in his pockets.

Weader, who is forty-nine years old, has been living for a year and a half in a lodging house at No. 63 East Twelfth street, and sleeping there every night with the straw in his under his pillow. "My father, who was a mining speculator, died four years ago," said Weader in the local Avenue court today, "and he left me \$2,000 in cash. I am afraid of banks, so I just carried the money around with me. I have spent about \$3,000 in having a good time. I pay \$1 a week for my place in the lodging-house, and I get full as good on beer every time I feel like it. When I carry the money around with me I don't have any worry about it, and if I had it in a bank, I don't know but what the bank would bust."

"I have a wife and a boy fourteen years old living in Harlem, but I don't care anything about them. We quarrelled about some money over three years ago and she put me out of the house. But I have the money, so I don't care about her and the boy."

When Weader was arraigned in court the Magistrate declared the prisoner had entirely too much money to be carrying around in such an irresponsible manner and decided to hold him in \$500 bail until tomorrow morning when an endeavor will be made to have him place the money in care of his wife. He appeared to be willing to-day to accept

ELY ASSAILS MORTON IN HIS TALK TO JURY

Prosecutor Says Policeman Swore to a Lie to Save Berthe Claihe.

Policeman Harry Morton, who was a member of McAdoo's famous vice squad and alleged admirer of Berthe Claihe, today sat smiling and debonair at the beginning of his trial in the Criminal Branch of the Supreme Court on three indictments charging him with perjury.

The alleged perjury was the outgrowth of his relations with the Claihe woman before and after she killed her master, Emil Gendron.

The prosecution alleged that Morton was in the very purview of graft and corruption; that he could not withstand the temptation everywhere cast in his way; that to protect the little French girl he lied and cast discredit upon the testimony of his two fellow officers, Blaffer and Martineau.

The defense on the contrary is ready to assert that he simply repeated on the stand what he knew, and that he refused to be influenced by the spirit of corps—the hang-together sentiment—of the Police Department.

Berthe to Testify.

Berthe Claihe has been held in the Tombs instead of going to Auburn to commence her term in prison. She has promised to tell all she knows of the police "collection" system, and she has said that Morton will not suffer by it. All this seemed to be taken as favorable by Morton, who sat, beamingly good natured, beside Col. Robert A. Townsend, his counsel, when Justice Scott opened court.

The room was far from being crowded when Assistant District Attorney Ely began his opening address to the jury. Mr. Ely gave a resume of the Claihe girl's relations with the young policeman. He said that to determine their degree of friendship it was necessary to ascertain whether Morton had frequently called on her at her apartments.

Speaks of Morton's Visits.

"We will show you," said Mr. Ely to the jury, "that this defendant called on Berthe Claihe at all times of the night and day, and that he hugged and kissed her in the presence of others."

Mr. Ely then spoke of the statement that Morton testified Gendron made just before he was killed. Morton said under oath that Gendron shouted to the girl:

"If you have me pinched, I will kill you!"

Mr. Ely said that the State would

prove that Gendron never said this and that he could not speak English. "It was this defendant," said the prosecutor, "who suggested the phrase. He put these words into the mouth of a Frenchman who could not speak English."

Mr. Ely here made a coughing, gurgling noise. The jury leaned forward attentively. Mr. Ely repeated the incoherent noise and suddenly exclaimed: "That was the way Emil Gendron talked. He could not articulate clearly."

Mr. Ely said that he would prove that after Berthe Claihe had shot Gendron while Gendron was held by Morton and Blaffer that Morton said: "We stand together we will beat the case."

"We will show," concluded Mr. Ely, "that the defendant is guilty of perjury."

Story of Shooting Retold.

Court Clerk Penney and Bartholomew Moynahan, the court stenographer, were called to prove that Morton had testified at the trial of Berthe Claihe and that he told about a threat made by Gendron to kill the girl. This brought out again the trial of Gendron by the French girl after he had been arrested by Morton and Martineau.

Mr. Ely's labor is to prove that Gendron did not threaten Berthe Claihe with death, but that he threatened her with a beating.

Frederick A. Baker, stenographer of the Board of Coroners, read the testimony of Morton at the inquest on the body of Gendron July 11, 1905.

Martineau on the Stand.

Clarence Martineau, side partner of Morton on the Vice Squad, whose testimony had the most to do with the prisoner's indictment, testified this afternoon.

He said that on the night of July 8, 1905, Morton told the roundsman of the Vice Squad that he was about to arrest a white slave driver who was big and from whom he expected trouble. For his reason, Martineau said, he and Blaffer were assigned to aid Morton.

Martineau told of the arrest of Gendron at Twenty-fifth street and Seventh avenue, and described how Berthe Claihe shot the prisoner. He said that when Berthe was taken away in the wagon she cried: "Oh, Harry (meaning Morton), what shall I do?" The defendant replied: "Keep quiet; never mind. It's all right. You'll be out in a day or two."

Martineau said that Morton asked him: "Did you hear that man say, 'If you have me pinched I'll kill you'?" Martineau testified that he said he didn't hear such a threat. He also alleged that Morton said to him and Blaffer: "We ought to get together here so we can make a good story. No jury in God's world will ever convict her of murdering him."

The Report to McAdoo.

On cross-examination Martineau was questioned by Lawyer Kier, assistant to Col. Townsend, counsel for the defense. Mr. Kier put in evidence the report of Gendron's shooting, stated by Martineau, Blaffer and Morton and sent to Commissioner McAdoo. The strongest point in this report was that Gendron said just before he was shot: "You men pinched me and I will kill you when I get out."

"Did you sign your name to this report?" asked the lawyer.

"Yes," answered Martineau blandly. William Lorenzo testified that Morton told him after the arrest: "Gendron turned and said something to Berthe in French." Lorenzo said Morton told him he did not understand what Gendron said.

Alexander Dupla testified that Gendron could not speak English. On cross-examination by Mr. Kier he said he did not know Gendron lived six years in London and four years in New York.

STATEHOOD BILL WITHDRAWN.

WASHINGTON, June 12.—By a vote of the Senate to-day the conference report on the Statehood bill was withdrawn. Another conference will be held.